

## BONUS BILL OPPOSITION IS GROWING

Is Not Sufficient to Impede Progress of Bill, However—How to Raise Money Puzzles Republicans.

## VETS PRESS MEASURE

WASHINGTON, Feb. 1.—There is increasing opposition in congress to the bonus measure, but there are no signs that there is sufficient of it to impede the progress of the bill.

Some of the strongest senators in both parties will both speak and vote against the bill, and if the existing opposition should become better organized it may achieve formidable momentum.

There are many members both in the house and senate who are opposed to the bill, and many others who take the same attitude now that President Harding himself took last July, namely, that for the present, at least, the treasury is in no condition to stand the strain.

It is no more convenient for the treasury to meet this burden today than it was last July. From one point of view, it is less convenient for the treasury has immediately ahead of it the business of finding money to meet about \$6,500,000,000 of notes falling due in the next 15 or 16 months.

If those who oppose the bonus on principle and those who think it should at least be deferred could get a sufficient amount of organized backing on the part of public opinion that is opposed to the bill the situation might conceivably change.

Advocates Organized. Those who favor the bill are highly organized. The opposition to it is scattered. Much of this opposition comes from farmers in the south. If a popular poll were taken in the south it is doubtful if it would be in favor of the measure.

The farmers and business men in the south anticipate that if the colored ex soldiers were given cash sums of \$200 to \$400 each, they would stop working until the money was spent and it is feared that the spring planting season in the south would be embarrassed by lack of labor. Much opposition also comes from chambers of commerce and other organized trade bodies.

Members of congress who have let it be known that they are going to oppose the bill and have received a surprising amount of support from ex-soldiers. The number of these who regard the measure as undesirable is unexpectedly large. There can be no doubt, however, that the bulk of the soldiers want the money, and are making their wishes known in the most effective way.

Attitude of Ex-Soldiers. In the demand for the money on the part of the ex-soldiers, there is a curious psychological factor. They say it is not merely that they want the money; as they express it, they "don't want to seem like suckers."

As one soldier expressed it, "the soldiers would gladly have fought for nothing if the patriotism that war demanded of them by law had also been extended to other classes of the community. The real reason that we want the money is that we want to need it, but it is in resentment against being made 'suckers' by the people who made money and lots of it, during the war."

Will Be Added Cost. There is, of course, not an economist in the country who does not realize that whatever we pay in the shape of a bonus will be just that much added to the cost of a war that ended more than three years ago.

They realize also that for the most part this money will be taken out of the capital of the country and will be spent in such a way that, so far as the country's capital is concerned, it will have disappeared.

If this bonus could be given in the shape of education to the ex-soldiers or in helping them to acquire farms or homes, or in any other way that would not be a subtraction from the country's capital, the project would look different to many thoughtful persons, who oppose it in the shape in which it is now proposed.

The chief possibility of effective opposition to the bonus lies in the difficulty of finding the money to pay it. There is not a representative or senator who is now in favor of the bonus but admits that no satisfactory way has yet been found to raise the money.

There are no unexplored areas where new taxes in large sums can be laid. Most of the possible sources of revenue have already been searched with a fine-tooth comb in the making of the tax statutes already in existence.

Some want the money raised by the mere sale of government bonds; but it is understood that there is enough opposition to this method to make it impossible.

It has been proposed that very high taxes be put upon pleasure automobiles and some other luxuries; but as to the automobiles, it is anticipated that the commercial and other interests opposed to making the keeping of automobiles more expensive will be able to prevent further taxation on them.

A few of those who favor the bonus expect to raise the money by a sales tax. As to some of these, there is honest belief that the sales tax on

## Wedding Postponed Twice, Couple Will Try Again



A recent photo of Miss Mary Landon Baker

Both Miss Mary Landon Baker, prominent Chicago society girl, and Alister McCormick, have announced—6,000 miles apart—that they will marry one another in April in England. Miss Baker postponed her wedding to McCormick twice. The last time the wedding music had been played and repeated before the waiting friends were told the marriage had been postponed. Miss Baker says that her sudden collapse prevented the ceremony.

## M'ADOO DEFENDS RAILROAD ADMINISTRATION; SAYS ROADS TURNED BACK IN GOOD CONDITION

WASHINGTON, Feb. 1.—Charges of inefficiency in federal wartime control of railroads "have been made and published with a recklessness for which ignorance, design or selfish purpose alone can account," William G. McAdoo, former director general of the railroad administration, declared today at the senate interstate commerce investigation of the present railroad situation.

Beginning what was expected to be a two-day statement on the situation, Mr. McAdoo told the committee the government took over the railroads in 1917 because they were breaking down under a private management, unable to meet the stress of war demands, and that federal control and unified operation saved the situation. Not only was the transportation machine kept running, he insisted, but its condition was improved, its equipment extended, and it was returned to private owners in such shape that it was able to handle a greater volume of traffic in 1920 than ever before.

Mr. McAdoo took sharp issue with railroad presidents who have, before congressional committees and the interstate commerce commission, made declarations to the contrary. He presented copies of letters sent to him in 1918 to Presidents Rea, of the Pennsylvania, and Willard, of the Baltimore and Ohio, among others, notifying them he considered their management unsatisfactory and inefficient.

"The measures taken during the year 1918 called for no apologies," said A. H. Smith, president of the New York Central, and six other railroad men, who were regional directors under the railroad administration, which Mr. McAdoo presented as "conclusive answer" to the charges he mentioned. "They were caused by war conditions, and the efficient operations of the railroads in support of the government during the war were a credit to the administration."

Regarding the unfairness of comparing railroad operations during war when general needs of the country had to be put secondary to the "imperious necessity of war," Mr. McAdoo said the report he cited and also the records showed that by any test "railroad operations in the year 1918 were conducted with great efficiency, skill, and ability."

Contrasted with that in 1917 their condition, approaching paralysis, he said "made the railroad system of the United States the strongest ally of the German Kaiser." Mr. McAdoo quoted from the statements of railroad presidents before congressional committees and the interstate commerce commission that year, to sustain his remark, mentioning notably testimony of President Rea, who said their condition "had become a menace to the country."

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

There was a deficit in railroad revenues during 1918, under income and rentals to their owners of \$216,000,000, Mr. McAdoo said, but that represented "a part of the war cost, an expenditure for which there is no compensation but victory." He cited measures sent to former President Wilson by the premiers of England, France, and Italy, in February, 1918, begging for 500,000 tons of breadstuffs, to supply which whole trains of empty cars had to be rushed from the Atlantic coast to the middle west, for weeks, and rushed back with equal expedition to the ports, loaded.

## TO AGREE ON DEBT REFUND SOON, BELIEF

Early Adjustment of Differences Between House and Senate Measures Expected Following Action.

## REJECT BONUS CLAUSE

WASHINGTON, Feb. 1.—Early adjustment of the differences between the senate and house measures to authorize the refunding of the eleven billion dollar foreign debt was looked for today following passage of the senate bill.

Three Republicans—Borah, LaFollette and Norris—joined with the solid Democratic minority in opposing the bill put through the senate last night by a vote of 39 to 25 giving authority to a commission of five members, headed by the secretary of the treasury, to refund the foreign debt into securities maturing in not less than 25 years.

The bill as passed was amended by a provision stipulating that the interest on the refunded debt be not less than 4 1/4 per cent.

Bonus Clause Fails. Among the amendments which failed of adoption was that offered by Senator Simmons, Democrat, North Carolina, proposing to add to the measure a soldiers' bonus provision with the cost of the five year adjusted compensation to be paid out of the interest on the foreign debt.

Over the protests of Democrats a motion was carried to table the amendment. After passing the refunding measure, the senate adjourned until tomorrow when the cooperative marketing bill will be taken up, having been made the unfinished business by the adoption of a motion of Senator Kellogg, Republican, Minnesota. The adjournment was taken to permit members to attend the plenary session of the arms conference today.

## STARVING IN RUSSIA START CANNIBALISM, SAYS QUAKER WORKER

PHILADELPHIA, Feb. 1.—Graphic pictures of light-heartedness amid tragedy—the cheering smile of America amid the starving hordes of Russia—are drawn by Beulah A. Hurley of New Hope, Pa., now a member of the Quaker relief unit, in a letter from the Volga district to the headquarters of the unit here.

After describing the utter devastation in her own immediate district, where the bodies of the dead are "piled up in trenches like so much cordwood, the piles visible a quarter of a mile away," Miss Hurley tells of having received a letter from another relief worker, Doris White, whose station is 40 miles from a railroad.

Miss White "begged for more help." Miss Hurley said but asked that they "send some one with no heart, for it was a cruel task." She reported that "cannibalism has begun in the outlying districts and an old woman and a child have followed the cats and dogs that already have been consumed."

Has Charge of Relief. Miss Hurley reached the famine area of the Volga in the middle of December, and is taking charge of the distribution of Quaker relief among 15,000,000 hunger ridden people in the Babulsk district.

Thirteen relief workers cook, eat and live in a small box car. Miss Hurley relates. Five of them also sleep in the same car, yet their life "is a luxury by the type of life we see all around us."

"Scarcely a day goes by that we do not see a dead body lying along the road or in the market place and three days ago a father and mother and two children dropped in the snow together."

Weather Forecast. Rain followed by snow late tonight or Thursday; much colder Thursday; south winds will shift to strong northwest.

The continued eastward movement of the Pacific coast storm across the middle west and central states during the next 24 hours is the reason for the above forecast.

For Indiana by the United States Weather Bureau—Rain turning to snow and much colder tonight; Thursday snow flurries and much colder; strong south shifting to west and northwest winds.

Temperatures for Yesterday. Maximum 46. Minimum 23. Today. Noon 40.

Weather Conditions—The weather is now generally cloudy over the states between the Rocky and Appalachian mountain regions, with general rains south of the Great Lakes, snow over the north and northwest.

The cold wave continues unbroken over the northwest with temperatures ranging from zero to 24 below zero in western Canada and Montana, and near zero as far south as Nebraska. It is also quite cold in California, Oregon and Washington, with minimum temperature of 26 above in Portland, Ore., 10 above at Spokane, Wash., 36 above at Fresno, Calif. and 35 above at Los Angeles.

Franklin Youth Dies After Shooting Affair. (By Associated Press.) INDIANAPOLIS, Feb. 1.—George Houghton, 28, son of Mr. and Mrs. W. E. Houghton, of Franklin, died here today from injuries received when he was shot Monday night by Harrison O'Brien, a mail carrier, at Franklin.

The shooting was said to have been the culmination of ill feeling between the two young men.

Paid Circulation Yesterday, was 11,563.

## WARFEL, SUPPOSED TO QUIT JOB TODAY, KEEPS ON WORKING

(By Associated Press.) INDIANAPOLIS, Feb. 1.—No change in the state oil inspection board came today which had been fixed as the date for Edward Warfel, of Richmond, retiring as chief clerk, to make way for a successor chosen by Governor McCray.

John J. Jones, former mayor of Brazil, was offered the position, but has not announced whether he would accept it, and Governor McCray's only comment today was that he would "take up the matter in a few days."

Appointment of Warfel's successor is vested with I. L. Miller, state pure food and drug commissioner, and he had not today sent the name of another appointee of chief clerk to the auditor's office. Mr. Miller declined to discuss the situation and Mr. Warfel was continuing his work today as chief clerk.

## MERCHANT MARINE SUBSIDY IS URGED BY REP. WILL WOOD

PALLADIUM NEWS BUREAU. WASHINGTON, Feb. 1.—Before the United States entered the World war the establishment of an American merchant marine was successfully opposed on the theory that the expenditure it would involve would be too great.

That argument can no longer be advanced, Representative Will R. Wood, of Indiana, points out.

"We now have the ships," he says, "and it remains for us to determine whether we will utilize the present opportunity and employ these ships or whether we shall sink back again into the obscurity we occupied following the close of the Civil war, seeing the American flag gradually disappearing from the seas until we became an object of contempt rather than an object of admiration."

Mr. Wood believes that the new American merchant marine, "created out of the extravagance due to the waste of war," can never be maintained unless a ship subsidy is provided.

"We had a subsidy when American vessels were the pride of the sea, and we lost our merchant marine when that support was withdrawn," he states. "It's up to the American people to say whether or not we are again going to have this subsidy."

A few days ago a member of congress stated on the floor of the house that he believed the best way for the United States to dispose of the Levathan, the greatest ship in the world which the United States took over from Germany as a prize of war, was to tow it out in the ocean and sink it.

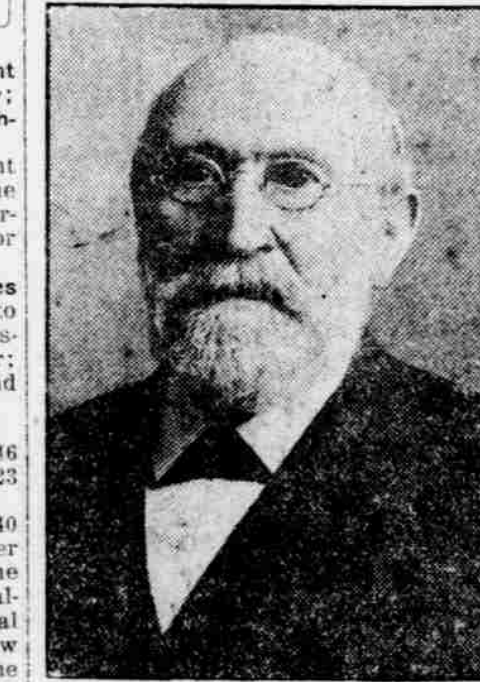
Representative Wood disputes the advisability of such action, and he supports the decision of the shipping board in its plan to recondition this great vessel and put it back again in the trans-Atlantic passenger service under the American flag.

There is a general belief throughout the country, he said, in great part, to widespread propaganda put out by foreign interests which are anxious to drive American shipping from the seas, that the American merchant marine is being maintained at a heavy loss to the government.

As a matter of fact, Representative Wood points out, only the ships that are engaged in freight carrying are operating at a loss. "In the north Atlantic passenger-carrying trade our ships are operating at a profit, and anyone who wants passage on one of these ships must make his reservation well in advance of the sailing date."

The freight shipping trade has been in a slump because of the world-wide industrial depression.

## H. H. MEERHOFF, 93, PIONEER PLUMBER, IS SUMMONED BY DEATH



H. H. Meerhoff

Herman H. Meerhoff, 93 years old, since August, 1866, a resident of Richmond and well known as a veteran plumber, died of senility at 6:40 o'clock Wednesday morning at his home, 119 South Tenth street.

Born in Osnabruck, Germany, March 20, 1828, Mr. Meerhoff since he was five years old had made his own living, achieving success in the plumbing business in Richmond. At the age of 20 he left Bremen, Germany, bound for America. He was on the ocean 15 weeks and three days in making the trip, arriving in Cincinnati Dec. 25, 1848.

By working during the day and attending night school, Mr. Meerhoff

## Desert Flower



Miss Edith Mae Patterson.

"Born to blush unseen," as the saying goes, Miss Edith Mae Patterson is brought forward by the El Dorado (Ark.) post of the American Legion as living proof that the "desert air" of Arkansas has enormous possibilities. After Miss Patterson had won first place in a mid-west beauty contest, the post crowned her "the most beautiful girl in America." Whereupon Arkansas rubbed its eyes, took a good look at its native daughter, and immediately staked a claim that Miss Patterson is unsurpassed by any woman anywhere in the world.

Pulling jewels from a barren exterior, Arkansas stoutly refuses to be the "misunderstood sister" of the west. A pearl from an inland oyster, born and raised in the Arkansas river, was presented to Marshal Foch with the compliments of the state. And a diamond from an Arkansas diamond mine was plucked as a gift to Hanford MacNider, commander of the Legion. And now comes Edith Mae Patterson, from El Dorado's oil fields, to surprise everybody.

## MEXICAN GOVERNOR MAY ESTABLISH ZONE TO TEST DRY LAWS

(By Associated Press.) CALEXICO, Calif., Feb. 1.—Jose Inocente Lugo, who will take office today as governor of the northern district of Lower California, characterized as premature a published statement that he would establish immediately a 40 mile zone along the border in which prohibition would prevail.

Such a plan, Senator Lugo said, is under consideration but the prohibition feature is a secondary consideration. It is proposed, he explained, to establish a 40 mile zone in which new customs duties will be levied with a view to lessening the burden upon producers, importers and exporters, thereby building up commerce and bettering conditions throughout the district. In time, he said, prohibition may be tried out in this zone for the purpose of conformity with conditions in the United States, as well as the policy of the Mexican federal government, which is opposed to the liquor traffic in principle.

Senator Lugo announced there would be a thorough housecleaning when he took office and that important offices in the district would soon be in the hands of men who had no connection with former territorial administrations.

## Secretary Davis Suffering From Physical Breakdown

BATTLE CREEK, Mich., Feb. 1.—Secretary of Labor Davis is a patient at a local sanitarium. He arrived yesterday from Washington where he was what is described as nearly a physical breakdown.

## TRY TO ASSASSINATE PRESIDENT OF FIUME

FIUME, Feb. 1.—An attempt was made on the life of President Zanella of the independent state of Fiume as he was leaving his hotel in a motor car yesterday. A bomb was thrown at the machine, but the president was not injured.

A member of the chamber of deputies and a police officer were wounded by the explosion.

Professor Riccardo Zanella was one of the leading opponents of Gabriele D'Annunzio while the latter was in Fiume. He occupied the Fiume city hall by a coup d'etat in April of last year and was elected president of the independent state by the constituent assembly on Oct. 1.

## Groundhog Not to See Shadow Here Thursday

Thursday is "Groundhog Day." According to the old legend if the little animal gets sight of his shadow at noon, he will crawl back into his hole and remain for six weeks of cold weather.

The local weather report for Thursday does not give the groundhog much encouragement for crawling back into his hole, as cold weather is slated.

W. E. Moore, local weatherman, stated that this old legend rested on a thin basis, as the animal might see his shadow in Indianapolis and not see it in Richmond, and it would be impossible to have good weather in one city for six weeks and bad weather in the other for the same six weeks.

## HUGHES SAYS TREATY LIFTS HEAVY LOAD

Presents Text of Treaty—Says Actual Scrapping Might Be Called "Denaturing of Ships."

## ADHERENCE IS PLEDGED

(BULLETIN) WASHINGTON, Feb. 1.—Formal assent of the five powers to the naval limitation treaty was given at the plenary session of the Washington conference today. The action was taken after presentation of the treaty by Chairman Hughes and his brief discussion, followed by an address by M. Sarrault, of the French delegation, expressing the adherence of France.

The separate treaty regarding submarines and poison gas was then presented by Elithu Root. On a roll call of the five delegations, the submarine and chemical warfare treaty formally was approved. The session adjourned at 2:36 p. m. to meet again at the call of the chairman.

(By Associated Press.) WASHINGTON, Feb. 1.—At 12:23 today Secretary Hughes presented to the arms conference the text of the treaty for limitation of naval armaments.

The entire time of today's plenary session of the conference, the fifth, had been up to that moment, consumed with the presentation and adoption of committee's resolutions providing for the return of certain sovereign rights to China, and the announcement of the settlement of the Shantung dispute.

The naval treaty was not read, but Secretary Hughes outlined its terms, and declared that so far as capital ships are concerned, the integrity of the treaty proposed on behalf of the American government has been maintained.

A description of the terms of the naval limitations treaty outlines the rest agreed upon between the "big five" following the dramatic announcement of the American proposal by Secretary Hughes at the opening session of the conference on Nov. 12.

Just before the presentation of the naval treaty and after the resolution affecting China had been quickly adopted without dissent, the Shantung agreement was announced and described with satisfaction by the representatives of China and Japan.

Will Back China. Arthur J. Balfour, heading the British delegation, described it as "the crowning work of Secretary Hughes and the representatives of China and Japan," and then threw in another surprise by the flat announcement that Great Britain would hand back to China her lease on Wei-Hai-Wei.

Secretary Hughes gave a somewhat detailed review of the principal terms and stated that the original American proposal as to capital ships, while changed in details, had been adopted substantially.

"The integrity of the plan presented on behalf of the United States," said Secretary Hughes, "has been maintained, and the spirit in which that proposal was made has dominated the entire negotiations and brought them to a very successful conclusion."

There was a ripple of applause when Mr. Hughes announced that the old battleship Oregon would be retained for non-combatant purposes, because the state of Oregon wanted to keep it for historical and sentimental reasons. Touching on the system of actual scrapping of capital ships, Mr. Hughes said:

Laugh at Phrase. "I might call this the denaturing of capital ships." The phrase was greeted with laughter. Secretary Hughes in closing said that no more extraordinary or significant treaty probably had ever been negotiated. "Obviously it means an enormous saving of money," he said, "and the lifting of very heavy burdens from the people. This treaty actually ends the race in naval competition; at the same time it leaves the security of the powers unimpaired. But it means more. The best thing is the spirit manifested, by which we are able to reach this conclusion. We are taking the greatest forward step to establish the reign of peace."

After Secretary Hughes concluded, Mr. Sarrault began a speech in French saying adherence of France to the naval armament treaty is "sincere and confident." Mr. Sarrault emphasized that the French did not try to dissemble the surprise felt at the conditions under which France was asked to consent to the treaty, but the French delegation yielded when they felt that they should yield and resist on the points where they had to do it.

Claims Propaganda. French saying adherence of France to the naval armament treaty is "sincere and confident." Mr. Sarrault emphasized that the French did not try to dissemble the surprise felt at the conditions under which France was asked to consent to the treaty, but the French delegation yielded when they felt that they should yield and resist on the points where they had to do it.

Minister Sie declared that the China delegation, speaking in behalf of its government and people, took occasion "to thank you, Mr. Chairman, and you Mr. Balfour" for their good offices, which made possible the settlement of the Shantung question.

"Our delegation sought to carry out the views expressed by the statement in the hope that there would be removed a cause of friction which had caused considerable concern to other powers," he said. "The Chinese hope of settling the old problem now is about to be realized and the possibility of friction happily is to be removed."

CLOTHIERS' CONVENTION. INDIANAPOLIS, Feb. 1.—The Indiana Clothiers' and Furnishers' association will meet here Feb. 12, 14 and 15.